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TOWN CENTER BACKGROUND REPORT

PREPARED BY:

Amherst Planning Department
Amherst, Massachusetts
1985



ABSTRACT

TITLE: Amherst Town Center Background Report

AUTHOR: Town of Amherst Planning Department

SUBJECT: Presentation of a three part overview of reports and events pertaining to the Amherst Town Center.

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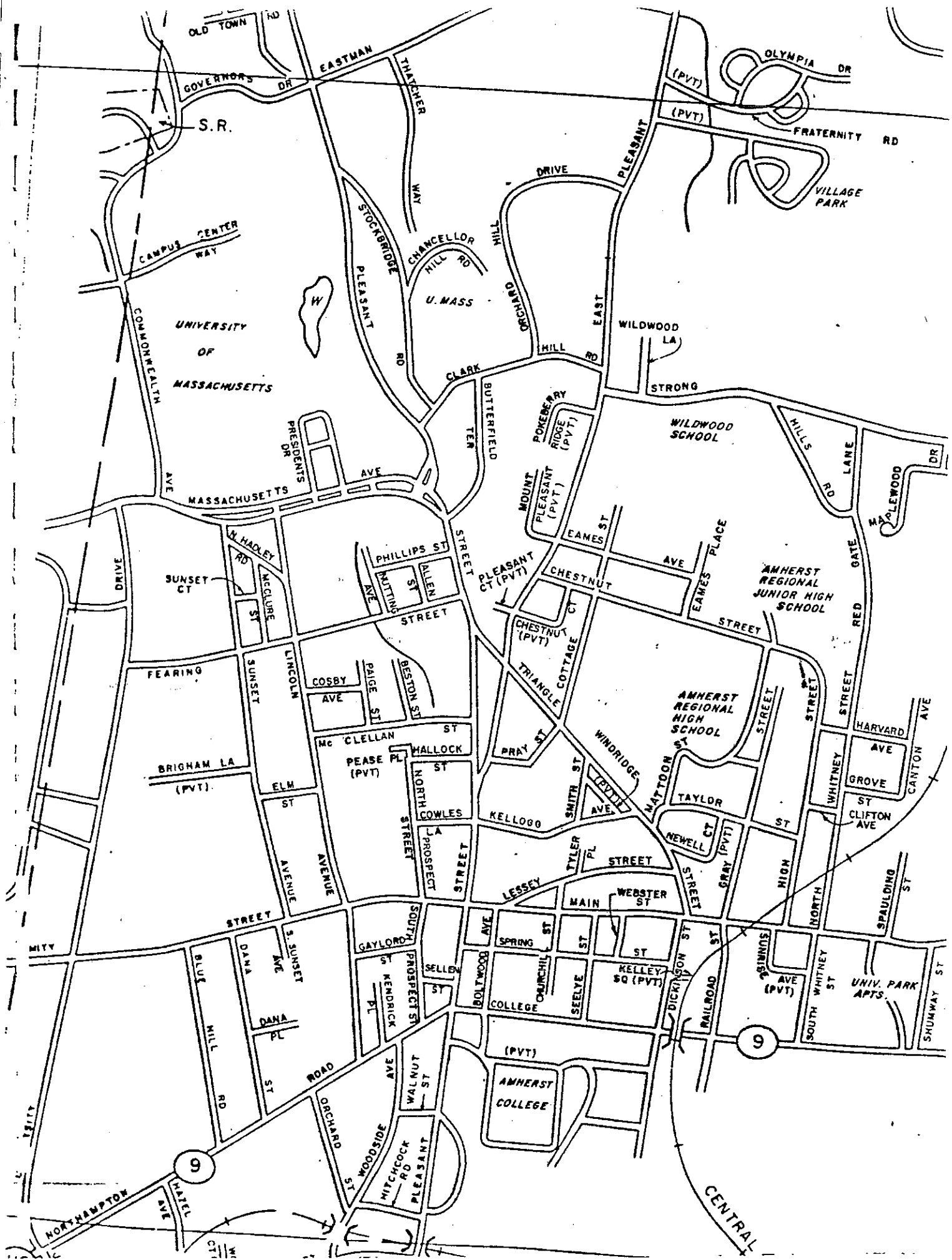
ABSTRACT:

This document represents the most recent and up to date compilation of facts and events pertaining to the Amherst Town Center. Work on this project began in April 1985 as recommended by the Amherst Planning Board. Given the number of committees previously appointed and past reports produced on this area of Town, the Board believed that a comprehensive compilation and review of these efforts would be more productive than simply forming another committee to produce another report.

This report is a result of revisions made to earlier drafts based on reviews by the Planning Board and the Amherst Redevelopment Authority, as well as continuing research. It is expected that the report would be modified and expanded in the future as additional past events come to light, additional activity on the downtown takes place and other issues are further researched.

This report is divided into three interrelated sections: Chronology of Events, Synopses of Major Reports Pertaining to the Amherst Central Business District, and Central Business District - A List of Report Recommendations. The main and initial emphasis of the project was based on reviewing all reports and studies to date that address the Amherst Central Business District in any significant manner for the purpose of cataloging previous recommendations. The List of Report Recommendations provides a matrix of such recommendations by subject matter and report title. Finally, the Chronology of Events is provided for the purpose of establishing an historical context.

In general, the Amherst Town Center Background Report is intended to be used as a resource for committees, Town government and citizens in their future efforts to address the issues facing the Amherst Central Business District.



CODE KEY - CHRONOLOGY
AMHERST CENTRAL BUSINESS DISTRICT

CODE KEY

- A - Parking
- B - Boltwood Walk
- C - Circulation
- D - Public Transit
- E - Economic Development
- F - Handicapped Accessibility
- G - Miscellaneous

CHRONOLOGY
AMHERST CENTRAL BUSINESS DISTRICT

CODE

C	1959 November	<u>Recommendations for Traffic Improvements in the Square</u> prepared by Planning and Renewal Associates is submitted.
E	1960	Town Meeting establishes the Development and Industrial Commission charged with strengthening existing industry and stimulating new industrial development.
A	1961 March 6	Town Meeting appropriates \$8,000 to enlarge and reconstruct the parking lot at the north end of the Town Common.
E	April	Construction of the new Post Office addition begins.
C	July	Under the Chapter 90 program, North and South Pleasant Streets in the business district are completely rebuilt. The last of the trolley rail lines are removed. The parking lot at the north end of the Town Common is redesigned and rebuilt.
G	1962 March 5	Town Meeting appropriates \$136,000 to remodel and reconstruct the Town Hall.
C		A traffic circulation By-Pass Plan prepared by Mr. Allan Benjamin and designed to eliminate snarls around the business district and the University is adopted by the Planning Board.
G	1963 Feb. 18	Town Meeting votes to establish the Urban Renewal Study Committee charged with analyzing the advisability of an urban renewal program for the Town.
G	Feb. 28	The Amherst Junior Chamber of Commerce publishes the results of their Community Attitudes survey. Of the 666 final returns, 62.3% of those polled felt that the appearance of the Business District should be improved.
C	1964 March 2	Town Meeting votes that a pedestrian-actuated traffic signal system be purchased and installed at the intersection of North Pleasant/South Pleasant/Amity/ and Main Streets.
G	March 2	The Urban Renewal Study Committee report is read at the Town Meeting. The Committee is requested to do another year of study.
G	April	The Board of Selectmen appoint the Fire Protection Needs Committee and charged them with: 1) examining the fire protection needs of Amherst over a projected 10 year .

period, 2) making recommendations for a program to meet those needs, and 3) making recommendations for financing the program.

- E December The Development and Industrial Commission produces a pamphlet entitled Amherst, Massachusetts: A Western Massachusetts Community Offering New Keys to Research Oriented Industries. Based on two key points (Amherst as a pleasant place to live and the colleges as a resource), the pamphlet is designed to attract new industry to Amherst.
- G 1965 May The Planning Board votes to retain the firm of Charles E. Downe of West Newton, MA as planning consultant to develop a Master Plan Study.
- G 1966 The Planning Board (at the request of the Board of Appeals) reviews several site plans including the Amity Street School. The Planning Board recommends that the Town await future development within this block before committing itself to any permanent action.
- A March 7 Town Meeting votes to appropriate \$4,000 for the construction of a parking lot on the Town owned land on Pray Street.
- G March 7 Town Meeting votes to appropriate \$4,000 to the Planning Board to contract with the MA Department of Commerce for the preparation of a Master Plan Study of Amherst on the basis that Federal funding from the H.U.D. 701 Program would match the Town's funds, 2 to 1.
- G June 8 Town Meeting votes unanimously that Amherst should join the Lower Pioneer Valley Regional Planning Commission.
- C July 26 The Planning Board undertakes an intensive study of the two Route 9 relocation alignments proposed by Mass. DPW. The southerly most alignment was felt to be the most optimal. Charles E. Downe, the Town's planning consultant, was asked to study the choice and submit a final report.
- C August Wilbur Smith and Associates submits a report entitled Technical Supplement Traffic Counts prepared for the Mass. D.P.W. The report contains traffic volume information for the Springfield Urbanized Area including weekday traffic volumes for the region and intersection turning movement counts for specific towns. Amherst intersections surveyed are: Meadow Street/Pine Street/Route 116; Ellis Drive/Stockbridge Road/North Pleasant Street; Main Street and Triangle Street; North Pleasant/South Pleasant/Main/Amity Streets; Route 9 and South Pleasant Street. Information collected is intended to assist municipalities in transportation planning and traffic engineering.

- C October The Report on the Relocation of Route 9 prepared by the Planning Board is completed and submitted to the Board of Selectmen. The report reviews the proposed alignments prepared by the State DPW and presents four additional alternative alignments.
- C Oct. 20 The Office of Charles E. Downe submits its study and recommendation of the Route 9 By-Pass.
- G Dec. The Report of the Fire Protection Needs Committee is completed and submitted.
- G 1967 The Amherst Chamber of Commerce opens its Information Booth which is located on the Town Common.
- G Amherst College grants \$5,000 from the Frank Backus Williams Fund to finance a Central Business District Study to be prepared by the Office of Charles E. Downe in conjunction with the Master Plan Study already underway.
- G January The HUD 701 Program grants \$4,000 in matching funds to the Town's 1966 appropriation for the purpose of preparing a Master Plan Study as well as granting an additional \$4,400 in matching funds for the projected cost of continuing the study.
- A March 6 Town Meeting votes to appropriate \$4,400 for the demolition of the Amity Street School and determines that the premises be used for parking, until some other disposition is determined.
- B Oct. 23 Town Meeting appropriates \$1,600 for the Board of Selectmen to use as rent for the Odd Fellow's Building on Kellogg Avenue. The building is to be used by the Council on Aging as a Drop-In Center.
- B 1968 The Amherst School Committee writes a letter of intent to turn back the Kellogg Avenue School buildings and property (3.2 acres) to the Town.
- B Feb. 19 Town Meeting appropriates \$3,000 for the construction of a parking lot on the Amity Street School site.
- C August The Board of Selectmen appoint a Joint Town-University Task Force charged with evaluating alternative north and south connectors and circumferential routes around the University to help resolve Town/University circulation problems.
- B Dec. 9 The Board of Selectmen hold a meeting with various planners and interested citizens for the purpose of obtaining advice and ideas on how to utilize the Kellogg Avenue properties.

- B 1969 The Board of Selectmen ask the Development and Industrial Commission to study the Kellogg Avenue school site in terms of Amherst's economic and social development.
- C Jan. 10 The North Pleasant Street Analysis & Recommendation report prepared by the Joint Town-University Task Force is submitted.
- C March 10 Town Meeting authorizes and instructs the Selectmen to petition the County Commissioners to discontinue North Pleasant Street through the University campus. The Selectmen are also given authority to approve and implement plans that are to substantially follow the course recommended by the Joint Town-University Task Force (known as the East Pleasant Street By-Pass).
- B March 10 Town Meeting appropriates \$5,000 to the Board of Selectmen's budget to make a study of the future use of the Center School Complex site.
- C The State D.P.W. is asked to make recommendations relating to the East Pleasant Street By-Pass proposal approved at Town Meeting.
- G June The Central Business District Study prepared by the Office of Charles E. Downe is completed and submitted.
- G June 30 The Comprehensive Plan Report prepared by the Office of Charles E. Downe is completed and presented at a public hearing where it receives favorable and enthusiastic acceptance.
- G 1970 Hampshire College opens.
- B Jan. 26 The Development Industrial Commission's report entitled A Recommendation Pertaining to the Use of the Center School Complex proposes a multi-purpose complex for the site combining apartments, shops and community facilities designed with a single architectural theme. The report also recommended that the adjoining land around the site be considered for renewal in conjunction with the 3.2 acre school site to gain the most beneficial use of the area.
- C March 11 Town Meeting votes to appropriate \$10,493.35 for the installation of traffic signals within the Town.
- B March 11 Town Meeting votes to raise and appropriate \$8,000 to demolish the Kellogg East and West School Buildings upon release by the Amherst School Committee. The premises are to be used for parking until some other disposition is determined.
- B March 11 Town Meeting votes to raise and appropriate \$5,000 to be used by the Board of Selectmen for the purpose of continuing the investigation of the future use of the Center School Complex site.

- B May 19 The Development and Industrial Commission's report leads to the formation of the Center School Complex Committee established by the Board of Selectmen.
- B Sept. 8 The Center School Complex Committee invites planning and consulting firms to consider the complex site and develop preliminary plans for review and consideration by the Committee.
- C Oct. 27 Special Town Meeting establishes the Traffic Circulation Committee charged with investigating University-Town circulation problems and to further explore the feasibility of a circumferential route to facilitate the dispersal of traffic.
- C Oct. 27 Special Town Meeting votes to rescind the 1969 Town Meeting decision to adopt the Joint Town-University Task Force Report which outlines the East Pleasant Street By-Pass.
- C Oct. 28 The State DPW holds a public hearing to present its proposed location of the East Pleasant Street By-Pass.
- C The Traffic Circulation Committee commissions John Foster and Nicholas Dines to study the environmental impact of the northern by-pass corridor.
- C The State DPW recommends the reconstruction of the North Pleasant/East Pleasant/Triangle Street intersection.
- G December The Planning Board votes to hire a part-time professional planner for the Town.
- B 1971 Under the advisement of the Center School Complex Committee, the Town hires Ashley/Meyer/Smith and Donlyn Lyndon as consultants and planners for the Center School Complex site.
- G James Cope is selected as Amherst's first full-time Town Planner. The Office of the Town Planner is established as a Town department.
- C March 8 Town Meeting votes to continue the functioning of the Traffic Circulation Committee. Town also voted to raise and appropriate \$3,000 to be matched equally by the University for a professional survey and analysis of various circulation plans to be completed in approximately 6 months time.
- C March 8 Town Meeting votes to appropriate \$5,000 to conduct an engineering study of East Pleasant Street from the intersection of Triangle Street to Eastman Lane.

- C June The Traffic Circulation Committee transmits reports to the State DPW unanimously favoring the Northeast By-Pass and its construction. The Board of Selectmen, the Planning Board and the University join in support.
- C July 12 The State DPW agrees to build the Northeast By-Pass if Town Meeting would agree to close North Pleasant Street through the University campus.
- B August 1 The Center School Complex Study prepared by Ashley/Meyer/Smith and Donlyn Lyndon is completed.
- C Sept. The Report of the Traffic Circulation Committee is presented to Special Town Meeting. They recommend that: 1) the Town close North Pleasant Street through the University, 2) approve the Northeast By-Pass and 3) reconstruct the North Pleasant/East Pleasant/Triangle Street intersection as proposed by the State D.P.W.
- B Sept. 16 The Report of the Center School Complex Committee is completed and submitted.
- C Oct. 4 Special Town Meeting votes that the Town approve the construction of a new road by the State DPW known as the Northeast By-Pass and close North Pleasant Street through the University campus.
- B Oct. 4 Special Town Meeting votes unanimously to accept The Center School Complex Study prepared by Ashley/Meyer/Smith and Donlyn Lyndon.
- C Oct. 4 Special Town Meeting votes to close North Pleasant Street through the University campus and charges the Traffic Circulation Committee to act as liason between the Town and the State DPW.
- B Oct 4 Special Town Meeting determines that there is a need for a redevelopment authority. The Amherst Redevelopment Authority is established.
- G Oct. 5 The Select Committee on Goals is established by the Board of Selectmen charged with addressing the quality of life in Amherst by examining the issues of growth and development. The Committee is further charged with proposing goals and recommendations for future Town policy.
- B December The Amherst Redevelopment Authority prepares for the survey and planning phase of the Center School Complex. Funding possibilities are explored from the Department of Community Affairs and the Office of Elder Affairs.
- B 1972 Jan. 10 The Secretary of the Commonwealth issues a Certificate of Organization to the Amherst Redevelopment Authority.

- B Jan. 10 The Amherst Redevelopment Authority votes to retain the Center School Complex Consultants of Cambridge, MA to prepare applications for planning funds.
- B Feb. 14 Town Meeting votes to appropriate \$4,200 for the preparation of a preliminary application for advanced planning funds from the Massachusetts Department of Community Affairs for the development of the Center School Complex site.
- B Feb. 14 Town Meeting votes to authorize the Board of Selectmen to convey at no cost 37,521 square feet of Town owned land off of Kellogg Avenue in the Center School Complex area to the Amherst Housing Authority for the purpose of constructing an elderly housing development. All plans are to be subject for review and approval by the Amherst Redevelopment Authority as to the consistency with the initial complex scheme.
- B Feb. 17 Three hundred and sixteen people sign a petition to force Boltwood Walk to be decided by referendum.
- B March 6 HUD notifies the Amherst Redevelopment Authority that the Center School Complex Urban Renewal Project is ineligible for Federal assistance.
- B March 15 Town Meeting votes to grant local matching funds of \$18,965 and an additional \$10,000 for a survey and planning phase of the Center School Complex site. This amount, combined with the DCA and OEA grants, totals \$85,215. A six month planning period begins.
- B April 6 The ARA submits a Center School Complex Urban Renewal Area Survey and Planning Application to Massachusetts Department of Community Affairs.
- B April 27 An office for the ARA is opened in the Town Hall.
- B May 12 Models of the Boltwood Walk Plan are displayed at the Amherst Community Fair.
- B June 1 The first public hearing for the Boltwood Walk Plan is held.
- B July 17 Surveyors begin work on the Boltwood Walk site.
- B August 4 Relocation planning for Boltwood Walk site begins.
- A Sept. 18 The ARA votes to request permission from DCA to spend up to \$800 for a traffic parking survey to be conducted by the Office of the Town Planner.
- B Sept. 20 The revised Boltwood Walk plan is reviewed at a second public hearing.

- B October The Boltwood Walk Plan prepared by the ARA is completed and submitted with an application for a \$1,081,000 grant to the Massachusetts Department of Community Affairs. The application amount is half of the projected cost of the project.
- C October The Report of the Traffic Circulation Committee is completed.
- B Oct. 10 The Urban Renewal Plan (the key section of the Boltwood Walk Final Project Report) is submitted to DCA.
- B Oct. 24 The Board of Selectmen endorse the Boltwood Walk Plan and it is submitted to the Planning Board for review.
- B Oct. 25 The ARA holds the third public hearing for the Boltwood Walk Plan.
- B Oct. 30 Special Town Meeting votes to: 1) bond up to \$1,436,000 for the acquisition, costs and development of the Center School Complex Urban Renewal Project, 2) authorize the Board of Selectmen to enter into a cooperative agreement with the ARA to facilitate the acquisition, improvement and redevelopment of the Complex and 3) authorize the Town to transfer certain parcels of land within the Complex site to the ARA within one year.
- C Oct. 30 Special Town Meeting votes that the Town should approve the construction of the Northeast By-Pass substantially following the route depicted by alternative #3 in the Traffic Circulation Report of 1972. The Traffic Circulation Committee had recommended the use of alternative #2.
- G Oct. 30 Special Town Meeting votes unanimously to establish an Historical Commission for the purpose of preserving, promoting and developing all historical aspects of the Town.
- B Nov. 15 The Amherst Chamber of Commerce sponsors the fourth public hearing for the Boltwood Walk Plan.
- B Nov. 27 Town Election votes to uphold the action of the October 30, 1972 Special Town Meeting concerning the issue of Boltwood Walk because 20% of Amherst's registered voters did not vote negatively on the referendum.
- B 1973 January The Final Project Report prepared by the Amherst Redevelopment Authority which outlines the Center School Complex Urban Renewal Project is completed.
- G January The Final Report of the Select Committee on Goals for Amherst (SCOG) is completed and submitted.
- B Jan. 12 The Final Project Report of the Boltwood Walk Plan along with a grant application are submitted to DCA.

- G March 14 Town Meeting votes to appropriate \$19,500 to develop the goals determined by the Select Committee on Goals for Amherst including planning studies of the Town as described by the document.
- G March 14 Town Meeting defeats an article designed to establish a Town Growth Study Committee.
- G March 14 Town Meeting votes to authorize the Board of Selectmen to appoint a Public Safety Facilities Planning Committee to investigate the need for improved police and fire facilities. Town Meeting also votes to raise and appropriate \$200 for the use of the Committee.
- D March 15 Town Meeting votes to establish a Committee on Public Transportation charged with studying the feasibility of the Town's role in providing public transportation. The committee is appointed by the Board of Selectmen.
- B July The Center School Complex Consultants and the Amherst Revelopment Authority complete a set of redevelopment guidelines in a booklet entitled The Boltwood Walk Plan/Project Description and Redevelopment Guidelines.
- C Oct. 15 Special Town Meeting votes that the Town: 1) rescind its 1972 vote favoring the so-called East Street Common termination of the proposed Northeast By-Pass, and 2) approve instead the so-called Shumway Street termination substantially following the line marked 2 on the map entitled "General Corridor Concept of Alternative Terminations Made for the Traffic Circulation Committee, September 1972". The final design is to be approved by the Board of Selectmen.
- B Oct. 15 Special Town Meeting votes unanimously that the Board of Selectmen be authorized to transfer to the ARA the remainder of the Town-owned land within the Center School Complex site.
- B Oct. 17 Special Town Meeting votes unanimously to amend the Official Zoning Map by deleting from the General Residence District and adding to the General Business District an area of 43,651 square feet as shown on a map entitled Boltwood Walk - Zoning Plan prepared by the ARA.
- B Dec. 5 A report prepared by the Committee on Community/Commercial Structures recommends the re-examination of the scope and economic feasibility of a community facility and suggests that the Town should be actively involved in the development of such a facility.
- B 1974 March 4 Special Town Meeting votes to authorize the Town Manager, on behalf of the Town, to seek court authorization to allow the accumulated funds under the wills of Edward B. Bangs and Fannie Ward Bangs to be used for the construction and equipping of a health center on the Center School Complex site and to be owned by the Town.

- G May The Report of the Public Safety Facilities Planning Committee is completed and submitted to the Board of Selectmen.
- B May 1 Boltwood Walk Associates (D. H. Jones and Conyers Construction Co.) are selected as preferred developers for the Boltwood Walk Plan.
- G May The Amity Square study prepared by the UMass Department of Landscape Architecture and Regional Planning is completed.
- D May 6 Town Meeting votes to empower the Selectmen to enroll the Town in the Pioneer Valley Transit Authority which is in a development stage. If the Authority is not established by September 6, 1974, the Town votes to establish a Regional Transit Authority consisting of Amherst and any interested towns in the area. Funds are appropriated for the purpose of making detailed and comprehensive public transportation studies.
- C Based on a SCOG recommendation, the Planning Board establishes a circulation subcommittee charged with undertaking a study of traffic problems in Amherst and anticipating future transportation needs.
- B November The Bangs funds are released by a probate court for expenditure on a health center proposed for the Boltwood Walk Redevelopment Area.
- C 1975 The Board of Selectmen approve the Federal and State funded TOPICS (Traffic Operations Program to Increase Capacity and Safety) Program of traffic pattern alterations in the center of Town.
- B February The Ann Whalen House in the Boltwood Walk Redevelopment Area opens.
- E March The Amherst Chamber of Commerce contracts the Conway School of Landscape Architecture to study the area between the Boltwood Walk development and the adjacent shops along North Pleasant and Main Streets.
- D March 14 The Prospect Street Study prepared by Fred Richwine as a terminal project for the Department of Landscape Architecture and Regional Planning at U/Mass is completed and submitted.
- G May The Pioneer Valley Transit Authority is created. The Town and the University apply for a capital grant from the Urban Mass Transportation Administration to finance a fleet of buses.
- E May 28 The North Pleasant Street Merchant's Plaza study prepared by the Conway School of Landscape of Architecture is completed and submitted.

- B August Amherst is awarded an \$85,000 Community Development Block Grant from HUD for the purpose of establishing a senior center in the Boltwood Walk Redevelopment Area.
- E October Postal officials decide to build a new post office to be located on the western side of University Drive, midway between Northampton Road and Amity Street. Officials feel that the present facility is too small to accomodate Amherst's increasing population.
- B Oct. 27 Town Meeting votes to appropriate \$10,000 for architectural and engineering studies, plans and specifications for a community facilities complex in the Boltwood Walk Redevelopment Area.
- G 1976 The Amherst Local Growth Policy Committee (created by State legislation in over 300 Massachusetts communities in December 1975) completes an extensive questionnaire distributed by the Office of State Planning. The final responses of the communities are to be used for providing local input for State planning and the determination of state policy.
- B Jan. 12 Juster & Pope Associates of Shelburne Falls are selected to develop schematic plans of the proposed senior center in the Boltwood Walk Redevelopment area.
- E April The Committee for the Downtown Post Office, an ad hoc group of representatives and citizens of Amherst, is formed.
- C May 3 Town Meeting votes to authorize the Board of Selectmen to acquire for the Town by eminent domain, purchase or otherwise, any easement or other interest in land necessary for the widening of existing public ways in connection with the TOPICS Program. The Town votes to raise and appropriate \$15,000 for this purpose.
- B May 5 Town Meeting votes unanimously to appropriate \$72,000 for use in FY 76 for the cost of architectural and related services for the remodeling and reconstruction of an existing building (the Intermediate School) for a community facilities complex on the land owned by the Town in the Boltwood Walk Redevelopment Area.
- B May 5 Town Meeting votes unanimously to appropriate and transfer \$1.00 from Overlay Surplus for the use in FY 76 for the purchase of a parcel of land located within the Center School Complex Urban Renewal Project to be used for the construction of community facilities complex.
- E May 13 The Board of Selectmen present to the Town Meeting their report concerning the proposed relocation of the Amherst Post Office. The Selectmen go on record as favoring the retention of the Post Office in the Central Business District. Town Meeting votes unanimously to endorse this report.

- C May 13 Town Meeting votes to rescind the votes of Article 4 of the October 1971 Special Town Meeting, Article 6 of the October 1972 Special Town Meeting and Article 5 of the October 1973 Special Town Meeting and direct the Selectmen to oppose the construction of the proposed Northeast By-Pass and the closing of North Pleasant Street through the University campus.
- C May 13 Town Meeting votes to request: 1) a study and report on mass transportation alternatives to a "ring road" including possible interlocks with existing systems from the Committee on Public Transportation and 2) request from the Board of Selectmen to begin immediate negotiations with State and Federal agencies for an exchange of monies designated for the road project.
- C June The reconstituted Boltwood Associates (Conyers and Everets) begin negotiations with the ARA.
- B June 16 Following a public hearing, the Planning Board votes unanimously to approve the Boltwood Walk Project Disposition Plan dated April 12, 1976 and prepared by Gordon E. Ainsworth & Associates.
- E June 22 A Report on the Amherst Post Office Users Survey sponsored and conducted by the Town of Amherst and the Committee for the Downtown Post Office is completed and submitted. The survey was conducted for the purpose of obtaining public sentiment about the future relocation of the post office out of the CBD to University Drive. Of the 490 people interviewed, 71% said they would be inconvenienced by the move.
- B August Amherst is awarded a \$100,000 CBDG from HUD for the Boltwood Walk Redevelopment Project.
- B Aug. 23 The ARA disposes of the second piece of the Boltwood Walk site by signing over to the Town ownership of the community facilities parcel including the Old Intermediate School.
- D Sept. Amherst receives approval for funding of 12 bus shelters recommended to PVTa by the Town Planner's Office and the UMass Transit System. PVTa will pay for construction of the shelters with funds from a capital equipment grant from the Urban Mass Transportation Administration.
- B Sept. 8 The Planning Board approves the Boltwood Walk subdivision plan.
- B October The Oxford Development Corporation joins with Boltwood Walk Associates.
- A 1977 Draft - A Parking Study prepared by L. N. Wershbaile is completed and submitted.

- B Amherst is awarded a \$603,000 grant from the Economic Development Administration. The money is to be used for site improvements on Boltwood Walk lots, the Bangs Community Center and drain construction within the Central Business District.
- B Amherst is awarded a \$100,000 Community Block Grant from HUD for the Boltwood Walk Plan.
- E Proposals to Enhance Economic Development in Amherst Town Center prepared by the Amherst Chamber of Commerce is completed.
- E A Proposal for Promotion of the Amherst Central Business District prepared by the Amherst Chamber of Commerce is completed.
- B February The ARA, Boltwood Walk Associates and the Oxford Development Corp. sign the Boltwood Walk Disposition Agreement (which delineates the 9.6 acre site into 8 parcels of developable land).
- B March 14 Special Town Meeting votes to appropriate an additional \$930,000 to construct, equip and furnish a community facilities building in the Boltwood Walk Redevelopment Area.
- E Sept. The Board of Selectmen authorize the establishment of four task forces charged with investigating areas of potential development which would be compatible with the existing features of the Town and the goals of its residents. Collectively, the four task forces are called the Economic Development Task Force.
- C Oct. 17 Special Town Meeting votes to appropriate \$17,000 to add to the May 26 Town Meeting appropriation for the acquisition of land by the Town for the TOPICS program.
- B Oct. 17 Town Meeting votes to appropriate \$100,000 to the ARA to fund the continued administrative supervision of the Center School Complex Urban Renewal Project.
- A Dec. 16 The Parking Report prepared by the Office of the Town Planner is completed and submitted.
- F 1978 The Amherst Housing Authority, the Town Planner's Office and Stavros prepare an application for a Community Development Block Grant for the development of the Amherst Community Accessibility Project. The attempt was unsuccessful.
- G Amherst is awarded a \$200,000 Community Development Block Grant from HUD to establish the Amherst Housing Rehabilitation Program.

- A The Parking in the Central Business District report prepared by the Amherst Chamber of Commerce is completed and submitted.
- E January The Amherst Chamber of Commerce creates the Downtown Council charged with promoting the downtown area and scheduling events.
- B January The Amherst Revelopment Authority sells the Kane Nursing Home and lot to the Boltwood Walk Associates. Boltwood Walk Associates propose to renovate the building into a restaurant.
- B April The ARA sells the former Odd Fellows Building. The first commercial tenant, Yellow Sun Co-op, moves into the first floor.
- B April 22 The Bangs Community Center in the Boltwood Walk Revelopment Area opens.
- E April 28 A Focus on Town Center Revitalization prepared by the Amherst Redevelopment Authority is completed and submitted.
- E July The Amherst Economic Development Corporation is created for the purpose of promoting, implementing and financing all aspects of economic development and revitalization efforts of the Town in cooperation with the municipal government.
- B July The Massachusetts Housing Finance Agency grants approval for the Clark House site plan in the Boltwood Walk Redevelopment area.
- A July 5 The Feasibility Report for Amherst Parking Structure prepared by the Amherst Redevelopment Authority is completed and submitted.
- B August 2 Amherst receives notice from the U.S. Department of Commerce and Economic Development Administration stating that the Town is eligible for designation as a redevelopment area.
- G November The Town Center Rejuvenation Scheme prepared by the U/Mass Department of Landscape Architecture and Regional Planning is completed and submitted.
- B November The former Kane Nursing Home in the Boltwood Walk Redevelopment area is reopened as Plumley's Restaurant after much renovation. The building was earlier recognized by the Department of the Interior as being a historic structure.
- E 1979 The Economic Development - Amherst 1979 report prepared by the Economic Development Task Force is completed and submitted.

- E An Overall Economic Development Program Committee is established and charged with drawing up a broadly defined plan for the economic development of Amherst. This document is required by the EDA so that the Town can be designated as a redevelopment area and to obtain eligibility for EDA assistance.
- F The Amherst Housing Authority, the Office of the Town Planner and Stavros reapply for funding for the Amherst Community Development Accessibility Project.
- B January The Massachusetts Housing Finance Agency requests that the Clark House Associates (developers of the proposed 100 unit apartment building) submit a mortgage application to their agency.
- E January Draft: Proposal - A Marketing Study for Amherst's Central Business District prepared by the UMass Center for Economic Development is submitted.
- E February Amherst writes to the Massachusetts Office of State Planning and requests assistance in preparing a "Downtown Action Plan."
- B Feb. 6 Amherst formerly requests designation as a redevelopment area from U. S. Department of Commerce and the Economic Development Administration.
- A May Town Meeting votes to direct the Board of Selectmen to establish an ad hoc committee to study downtown parking and submit a final report no later than January 1, 1980.
- B May Town Meeting votes unanimously to accept the deeds from the ARA for ownership of all publicways, walkways, serviceways, and parking areas and for the arrangement of leases held by the ARA for those areas within Boltwood Walk.
- B May 31 A public hearing is held to review the petition of the Clark House Associates for a Comprehensive Permit to construct 100 units of low and moderate income housing in the Boltwood Walk Redevelopment Area and to be known as the Clark House.
- B June The Massachusetts Housing Finance Agency chooses to fund the proposed Clark House construction in the Boltwood Walk Redevelopment area.
- B June 7 A second public hearing is held to review the plans of Clark House Associates.
- B July 12 The Town Manager receives an application for approval for the Clark House project.

B	July 17	The Zoning Board of Appeals grants to the Clark House Associates a Comprehensive Permit to construct the William Smith Clark House.
B	July 20	The Planning Board reports to the Board of Selectmen that it has approved the Clark House Project.
E	August 3	Amherst submits its Overall Economic Development Program Plan to EDA. This document is required by EDA to consider Amherst eligible for designation as a redevelopment area.
B	August 6	The Board of Selectmen notify the Department of Community Affairs of their decision to accept the report of the Planning Board thereby jointly approving the William Smith Clark House Project.
F	Aug. 29	Amherst is awarded a \$400,000 Community Development Block Grant from HUD for the purpose of removing architectural barriers to the handicapped in the center of Town.
B	August	Construction of the Clark House in the Boltwood Walk Redevelopment Area begins.
C	Sept 5.	The Board of Selectmen and the State DPW sign a Traffic Control Agreement for the proposed TOPICS project.
B	Sept 28.	Amherst applies to HUD for funding to help with the continuance of Boltwood Walk planning efforts. An application for \$10,000 to develop a Downtown Action Plan is also submitted.
B	Oct 24.	Amherst's application to HUD of September 28, 1979 is not funded.
A	Oct 31.	<u>The Preliminary Report of the Amherst Parking Study Committee is completed and submitted.</u>
F	1980 January	The Board of Selectmen establish the Amherst Accessibility Project Committee charged with guiding the implementation of the Amherst Community Accessibility Project.
C	Jan 8.	The State DPW starts receiving bids for the Amherst TOPICS project.
B	March 12	The U.S. Department of Commerce and Economic Development Administration officially designates Amherst as a Redevelopment Area.
E	June 30	The First Annual Update of the Overall Economic Development Program Plan prepared by the Board of Selectmen and the OEPD Committee is completed and submitted.

- E Downtown Amherst's Role in the Marketplace and the Community prepared by the UMass Center for Economic Development is completed and submitted.
- A August Draft - Amherst Parking Garage Feasibility Report prepared by Richard Goldman is completed.
- E 1981 Jan. 19. The Board of Selectmen appoint a 5 member steering committee to prepare and present a Commercial Area Revitalization District Plan (designed to describe specific strategies to reverse commercial decay in the CBD).
- E May 22 The ARA submits a Planning Advance Grant Application to EOCD. The grant money is to be used for the purpose of planning, preparing and implementing a strategy to promote the Town's economic development goal of creating jobs by attracting new business. The application outlines a 15 week work program and budget.
- E June 15 The Commercial Area Revitalization District Plan for Amherst CBD is approved at a public hearing. Copies are sent to EOCD for approval.
- E June 24 Amherst receives approval of its Commercial Area Revitalization District Plan from EOCD. Low interest loans are to be made available to eligible participants for substantial rehabilitation or new construction of commercial property within the designated area which includes most of the CBD.
- E June 27 The Second Annual Update of the Overall Economic Development Program Plan prepared by the Board of Selectmen and the OEPD Committee is completed and submitted.
- F June 30 The Amherst Community Accessibility Project is completed.
- C October The State DPW determines that the work on Amherst's TOPICS project is complete. Maintenance responsibility reverts back to the Town.
- F The Amherst Community Accessibility Project Report prepared by Christos Palames is completed. This report is a history of the project.
- C 1982 Image, Act and Attitude, a study and analysis of the pedestrian environment in downtown Amherst and Northampton, prepared by the Environment and Behavior Research Center at UMass is completed and submitted.
- E January The Amherst Business Directory prepared by the Amherst Chamber of Commerce is completed.

E	March 10	<u>An Economic Profile - Amherst, Massachusetts</u> prepared by the Amherst Chamber of Commerce is completed and submitted.
B	May	Town Meeting votes to raise and appropriate \$15,000 for repairs to the Bangs Community Center.
G	May	Town Meeting requests that the Town Manager, the Town Planner, the Planning Board and the Historical Commission work together to develop a set of design review standards through zoning and historic controls for areas in the CBD which would: 1) provide economic incentives for development and renewal while 2) assuring the Town residents that effective controls exist so that the development or renewal will result in aesthetically pleasing structures consistent with existing architecture.
E	May	Town Meeting votes to approve submission of a Community Development Block Grant application to HUD.
E	June	The Third Annual Update of the Overall Economic Development Program Plan prepared by the Board of Selectmen and the OEPD Committee is completed and submitted.
G	1983 May 4	Town Meeting votes to appropriate \$10,000 for the purpose of updating the 1969 Comprehensive Master Plan.
G		The <u>Downtown Design Study</u> prepared by James Lee Fiske as a terminal project for the U/Mass Department of Landscape Architecture and Regional Planning is completed and submitted.
E	June	The Fourth Annual Update of the Overall Economic Development Program Plan prepared by the Board of Selectmen and the OEPD Committee is completed and submitted.
E	August 9	Amherst receives approval from the Executive Office of Community Development for the CBD Commercial Area Revitalization District Plan.
E	October	The <u>Retail and Office Market Study - Amherst Center</u> prepared by Bucher & Cope is completed and submitted.
G	Oct 25.	Special Town Meeting votes to amend the Zoning By-Law by adding a new section that establishes a Design Review Board. The Board is charged with monitoring alterations of the exterior of buildings in the CBD for the purpose of guarding against changes which may be incompatible with the existing environment.
E	1984 Mar. 20	Amherst submits to HUD a pre-application request for determination of eligibility under the Urban Development Action Grant program.

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| B | April | The Boltwood Walk Mixed Use Facility proposal prepared by Century/Roberts is submitted. |
| B | April 23 | The Amherst Redevelopment Authority votes to designate Century/Roberts as the preferred developer of parcel C-3 of the Boltwood Walk Plan until November 1, 1984. |
| E | May | Town Meeting is petitioned for a zoning change that will allow Louis Foods to move to the east side of University Drive. The article is dismissed. |
| E | May 15 | HUD notifies Amherst that the Town has been determined eligible to participate in the UDAG program. |
| G | June 4 | The Board of Selectmen establish a Town Center Task Force to collect and analyze information concerning the Town Center. They are also charged with recommending which strategies to pursue in the immediate future and to analyze the Town's options on affecting development in Town center. |
| E | June 18 | The Fifth Annual Update of the Overall Economic Development Program Plan prepared by the Board of Selectmen and the OEDP Committee is completed and submitted. |
| B | July 18 | The Century/Roberts Groups makes a presentation of its plan for parcel C-3 of the Boltwood Walk Plan. |
| G | October | The <u>Town Center Task Force Final Report</u> is completed and submitted. |
| B | October | Town Meeting instructs the ARA to re-examine the Boltwood Walk Redevelopment Area without regard to previous commitments. They are further instructed to use the Town's professional staff. |
| E | October | Town Meeting votes to approve a zoning change to Limited Business for a parcel of land on the east side of University Drive which will allow Louis Foods to move to that location. |
| G | 1985 | The Public Facilities Planning Committee recommends that the Town purchase the Masonic Lodge for the purpose of constructing a new Police Facility. |
| G | 1985 | Town Meeting rejects the proposal to acquire the Masonic Lodge by eminent domain for the purpose of constructing a new police facility. |

SYNOPSIS OF MAJOR REPORTS PERTAINING
TO THE AMHERST CENTRAL BUSINESS DISTRICT

1. Planning & Renewal Associates, Recommendations for Traffic Improvements in the Square, 12 pgs., (1959).

Specific analysis and discussion of the traffic circulation problem at the intersection of Amity Street, Main Street, North Pleasant Street, and South Pleasant Street. Recognizes a need to resolve existing circulation conflicts of the surrounding area which the report claims directly stem from the current physical condition of the intersection.

Proposes three alternatives based on physical improvements including detailed recommendations and analysis thereof. The two least preferred alternatives are: 1) a Rotary Scheme which establishes a rotary within Boltwood Avenue, South Pleasant Street and Main Street and 2) a Channelized Traffic System which involves the creation of a parking lot "island" in South Pleasant Street with the construction of a new northbound lane for South Pleasant Street through the North Common. Both schemes are based on making the traffic flow of Main Street one way. Existing traffic circulation patterns and proposed alternatives are presented in map form.

The major recommendations of the preferred alternatives are as follows:

- 6 "islands" to be built in the vicinity of the intersection:
 - 1 in the center of the intersection
 - 1 at the Boltwood and Main Street intersection
 - 1 in the center of North Pleasant St. just north of the intersection
 - 1 in the center of Amity Street just west of the intersection
 - 2 in the center of South Pleasant Street just south of the intersection with a division that would provide parking space

2. Fire Protection Needs Committee, Report of the Fire Protection Needs Committee, 19 pgs., (1966).

Analysis and evaluation of the existing fire department facilities against the existing and future need of Amherst. The Committee endorses the concept that the Amherst Fire Department has the complete responsibility of fire protection for the entire Town. The Committee further supports a report by the New England Insurance Rating Association stating that there is a clear need for Amherst to take action to provide for basic fire protection/prevention needs because the existing system barely provides minimal protection to all sections of the community.

Recommendations are based on 4 areas of determination: 1) Population, 2) Private Building Starts, 3) University and College Area (total square footage increase), and 4) Business District. Areas of discussion include: Fire Department Organization, Fire Stations, Locations, Manpower, Additional Staff, Methods & Procedures, Fire Communications, Water Supply, Fire Prevention, Building Code & Fire Prevention Code, Mutual Aid, and Financial Consideration.

Graphs, charts and tables pertaining to specific report content are included. Major recommendations include:

- continuance of the policy of one fire department providing protection for the entire Town
- recommends the abandonment of the present fire station
- recommends the "two station" concept with a north station located in the northeast area of the University campus and a south station in the general area of the existing garage on Route 116.

3. Joint Town-University Task Force, North Pleasant Street Analysis and Recommendations, 32 pgs., (1969).

Based on the recognition of increasing vehicular volume and its subsequent impact due to continuing University and Town growth, the Task Force recommends the closing of the North Pleasant Street segment that runs through the University campus. Analysis of proposed alternatives to re-route vehicular traffic are presented. The report outlines 6 of the original 15 alternatives initially considered as alternatives.

Format of the analysis is broken down into 4 sections: I) Analysis of North Pleasant Street, II) Alternatives Under Consideration, III) Evaluation of Alternatives, and IV) Recommendation.

Emphasis is placed on maintaining continuity between North Amherst Village and the Central Business District, pedestrian safety and the functional relationship to long range Town-University circulation plans.

Maps pertaining to specific report content are included. Major recommendations relating to the Task Force's preferred alternative include:

- construct a new North Pleasant/East Pleasant Street connector
- improve Clark Hill Road
- improve Infirmary Road
- construct a new connection between Clark Hill road and University Boulevard
- improve Clark Hill Road/East Pleasant Street/Strong Street intersection
- improve the intersection at University Boulevard/Commonwealth Avenue/University Drive
- extend Commonwealth Avenue to the north and to the east to meet the North Pleasant/East Pleasant Street connector
- improve the connector between Eastman Lane and Commonwealth Avenue
- connect the Commonwealth Avenue end of the North Pleasant/East Pleasant Street connector with Route 116 by means of a grade separation interchange
- extend Commonwealth Avenue north to Meadow Street

4. Office of Charles E. Downe, Comprehensive Plan Report, 219 pgs., (1969).

Through an extensive analysis of the existing physical, social and economic conditions, the Plan presents a program for future development based on

the future needs and desires of the Town. The program is arranged in a set of five phases: 1) Gathering and analyzing available information, 2) Formulating goals and objectives, 3) Discussion of definite courses of action, specifically community problems, 4) Making overall plans for the future, and 5) Determining means to implement the plans. Calls for the revitalization and development of the Central Business District and maintaining it as the commercial and social focal point of the Town.

Charts, maps and tables pertaining to specific report content are included. Major recommendations pertaining to the Central Business District include:

- redesign the intersection between North Pleasant/Triangle/East Pleasant Streets
- one way traffic on North Pleasant Street from Triangle Street south to the intersection of North and East Pleasant Streets with one way traffic going north
- develop a motif for the CBD buildings to reflect Town character
- signalize the intersection at Main/Amity/North Pleasant/South Pleasant Streets
- extend McClellan Street to East Pleasant Street
- eliminate Triangle Street between North and East Pleasant Streets
- remove the municipal parking zone from the Zoning By-Laws
- recommends that the Police Department relocate in a building other than the Town Hall - possibly in the Center School Complex site or adjacent to the Town Hall
- recommends that a parking lot behind the Town Hall could be used for an addition to serve the growing needs of the municipal government
- encourage the State DPW to go ahead with their Route 9 By-Pass through South Amherst
- develop neighborhood shopping centers where demand calls for so that the CBD can retain its stature

5. Office of Charles E. Downe, Central Business District Study, 29 pgs., (1969).

Analysis of the prevailing physical, social and economic components of the CBD and its relationship to the region and the Town as a whole. Divides the District into 4 blocks and discusses the individual components of structure, zoning, circulation, economy, etc. The general problems of circulation, land use and parking in the CBD are outlined.

Presentation of a schematic plan as a concept for development that will help alleviate CBD problems. The plan calls for a restructuring of the CBD to be followed in conjunction with the Comprehensive Plan Report (1969).

Diagrams and maps pertaining to specific report content are included. Some of the major recommendations include a proposed "feeder loop" system of roads designed to alleviate circulation problems and the development of the Center School Complex site for its highest use.

6. Development & Industrial Commission, A Recommendation Pertaining to the Use of the Center School Complex, 17 pgs., (1970).

Investigation of uses for the Center School Complex site while considering the needs of the Town and how those needs might be satisfied by a reasonable use of the site. The Commission suggests that the surrounding property owners might be encouraged to cooperate in a comprehensive development of the entire area.

The report is broken down into three areas of discussion: 1) Purpose of Report, 2) Questions for Consideration, and 3) Recommendations.

The Commission proposes an Amherst Village Center concept for the site and recommends the development of a multi-purpose facility to be a "living social-commercial complex with one architectural theme" that stresses the Amherst/New England tradition.

Major recommendations include:

- build two high density, low and medium rise apartment buildings with a shopping arcade
- include shops, each occupying and consisting of some combination of a standard spatial unit in 25 foot modules around a courtyard arrangement that display an appropriate Amherst/New England theme
- build a structure to house a civic center and Town governmental services
- build a public transportation facility to house off-street parking
- Town should engage the services of an architect/planner and legal counsel
- Town should retain public ownership of the properties involved.

7. Center School Complex Committee, Report of the Center School Complex Committee, 7 pgs., (1971).

(This report accompanies the Ashley/Meyer/Smith and Donlyn Lyndon proposal entitled "Boltwood Walk Plan, August 1971", presented to the October 4, 1971 Special Town Meeting.)

Outlines the criteria and process by which the Committee chose Ashley/Meyer/Smith and Donlyn Lyndon as preferred consultants for the Center School Complex site. The Committee charged the consultants with developing the site in a way that would be most beneficial to all Amherst residents while recognizing the unique site location.

The Committee endorses the Boltwood Walk Plan stating that it provides the best use of the site and adjoining properties as well as fostering long range benefits for the Town.

Major recommendations include:

- develop the basic site (Zone 1) and the immediately contiguous properties (Zone 2) under a scheme entitled "Boltwood Walk". The development would include residential, commercial and parking facilities as well as recreational and public space

- the property on the north side of Main Street and east side of North Pleasant Street (Zone 3) along with the property on the north side of Kellogg Street (Zone 4) should be reviewed and considered for possible development in coordination with Zones 1 and 2
- the initial bond cost of the project should be phased into the Town's long range capital improvement budget and should be coordinated with other projects
- the Town should accept the report of the Center School Complex Committee

8. John Meyer, FAIA; Donlyn Lyndon, AIA; Michael Rainey, BSC, Dip. Arch.; Philip B. Herr, David C. Evans, Center School Complex Study, 49 pgs., (1971).

Analysis of the Center School Complex site and the presentation of three development proposals for the site. The study is broken down into four inter-related reports on the subjects of planning and design costs, site alternatives, feasibility of real estate projects and suitable activities for the site.

Three development proposals entitled Boltwood Walk Scheme A, Boltwood Walk Scheme B and School Scheme are outlined. Photographs of scheme models and maps pertaining to specific report content are included.

9. Nancy B. Eddy, Chairperson, Report of the Traffic Circulation Committee, 6 pgs., (1971).

Based on the assumption that North Pleasant Street would be closed through the University campus, the report proposes a Northeast By-Pass for the purpose of improving traffic circulation in Amherst. Emphasis is placed on maintaining the connection between North Amherst Village and Town Center. Criteria used in consideration is based on projected need for improved east, south and southeast commuter routes to the University as well as facilitating pedestrian safety on the campus. The Committee concluded that the 1969 Comprehensive Plan proposal of the University Drive extension was not appropriate because it would not provide any connection between North Amherst Village and Town Center.

Major recommendations made by the Committee include:

- build a road between Route 116 and North East Street
- authorize the Board of Selectmen authorize to close North Pleasant Street through the University
- reconstruct the North Pleasant Street/East Pleasant Street/Triangle Street intersection.

10. Amherst Redevelopment Authority, The Boltwood Walk Plan, 46 pgs., (1972).

This is a presentation of a plan for the Center School Complex Redevelopment Project based on the premise that the site should become a center of the community. Emphasis is placed on continuity of design, a balanced and thoughtful mix of income producing and public facilities and, most important, to provide a full service complex for older residents of Amherst.

Aspects of the plan discussed include landscaping, pedestrian and vehicular circulation, housing, commercial facilities, financing property acquisition and the role of the ARA and developers in the process.

Diagrams and illustrative site plans are included.

11. H. Hills Skillings, Chairperson, Final Report of the Select Committee on Goals for Amherst (SCOG), 127 pgs., (1973).

An extensive and comprehensive analysis of the concept that "growth is inevitable" in Amherst. Addresses growth and development and proposes a series of goals to guide future Town policy in shaping its future. Report and analysis of three task force reports: growth, housing and supporting services; open space and public land; traffic and transportation. Four major focal points are at the base of all recommendations. They are: 1) establishment of villages, 2) enhancement of the traditional town center, 3) establishment of an integrated system of open space land, and 4) encouragement of a balanced transportation system.

Major recommendations pertaining to the Central Business District include:

- Planning Board should be instructed to do a comprehensive study of the area between the Town Center and the University
- the Amherst Redevelopment Authority should do a study of the possible rehabilitation and/or reuse of the poorly utilized or older, rundown areas within the Town Center
- steps should be taken to implement the CBD study of 1969 by the Office of Charles E. Downe
- establish a Public Transportation Committee
- establish a Traffic Circulation Committee
- support and maintain the CBD
- pedestrian malls in the CBD
- create new parking areas and parking garages
- enhance the Town Common
- the Town should adopt policies which encourage the leveling off of growth.

12. Amherst Redevelopment Authority, Final Project Report, 195 pgs., (1973).

The complete Center School Complex Urban Renewal Project report. The report is broken down into eleven individual and detailed reports on specific aspects of the project. They are:

1. Project Area Report - outlines project area boundaries, existing buildings and their deficiencies, existing land use of each parcel
2. Urban Renewal Plan - broken down into 3 chapters: Description of Project, Land Use Plan and Project Proposals
3. Report on Planning Proposals - broken down into 7 chapters: Zoning Proposals, Basis for Determinations, Conformity with the General Plan, Statement on Rehabilitation, Statement on Low and

- Moderate Income Housing, Statement on Coordination with Highway Programs, Statement on Consultation with Project Area Residents
4. Citizens Participation Report - reviews the activities and history of the Citizens Participation Committee
 5. Rehabilitation Report - outlines rehabilitation standards, feasibility of property rehabilitation and administration organization
 6. Land Acquisition Report - outlines which properties in the site are to be acquired
 7. Relocation Report - broken down into 4 chapters: Survey of Needs, Resources Available, Program for Relocation, Relocation Committee
 8. Project Improvements - listing of proposed improvements including for each a description, cost estimate and eligibility under DCA regulations
 9. Land Disposal Report - outlines land disposal estimates, estimates of valuations for disposition parcels
 10. Cost Estimate and Financing Report - outlines financing plans and project budgets
 11. Legal Data.

Maps, diagrams, tables, blueprints and illustrative site plans are included.

13. Amherst Redevelopment Authority, The Boltwood Walk Plan, 15 pgs., (1973).

Redevelopment guidelines and project description of the specific Boltwood Walk Plan outlined in the 1971 Boltwood Walk Plan report and the Final Project Report. Data represents three years of studies compiled by various professionals, local officials, residents and other local ad hoc committees concerned with the project. The Plan for Boltwood Walk to become complementary to Amherst's special character while maintaining a consistent site design.

Discussion and reiteration of the 1971 report findings include: description of site plan, circulation, commercial and community facilities, housing, redevelopment and developer selection.

Illustrative site plans and Boltwood Walk model photographs are included.

14. Public Safety Facilities Planning Committee, Report of the Public Safety Facilities Planning Committee, 5 pgs., (1974).

Review and detailed analysis of the current police and fire department facilities in Amherst. The report concluded that departmental and cross-departmental communications were adequate and effective for police and fire coordination. It was also suggested that the possibility of a central maintenance and repair facility for all Town departments be explored.

Major recommendations pertaining to the Central Business District include:

Police Department Facilities:

- recommended that a new facility be built within a 1/2 mile of the Town Hall. Considerations for site selection should include easy public access to the site, little requirement for site preparation, and availability of all necessary utilities
- recommended date of completion: 1976

Fire Department Facilities:

- recommends that a 3 station fire protection concept be adopted. Along with the North Amherst station, the Committee recommends two new stations, one in the South Amherst Common vicinity and another in the vicinity of College Street east of the Central Vermont Railroad. Once the two new stations are complete and operational, the Committee recommends the disestablishment of the North Pleasant Street Station
- considerations for site selection should include good access to the areas supported, little requirement for site preparation and availability and all necessary utilities
- recommended date of completion for the South Amherst Station - 1976; for the College Street Station - 1978.

15. L. N. Wershbale, Draft - A Parking Study, 21 pgs., (1977).

Examination of existing parking situation in the CBD. Specific analysis of supply and demand for the present and future in that portion of the downtown zoned for business, and in the immediately adjacent areas. Data derived from questionnaires, on-site interviews, and observations of all existing parking sites in the CBD. The study concluded that the Town should establish and develop a comprehensive program to increase the efficiency of existing facilities and to develop additional parking areas where feasible.

Graphs, charts and maps are included. Major recommendations proposed by the study include:

- stress the importance of locationally appropriate employee parking
- improve signage indicating parking areas
- meter rates should be raised to increase revenues and promote parking efficiency
- 1 hour meter limits should be at the Common, Spring Street and Unitarian Church lots; 1/2 hour meter limits should be on the North Pleasant Street meters and at the 103 shops
- hire a Community Service Officer to log meter violations and issue summonses
- Board of Selectmen should develop specific specific policies on parking
- a goal of the Town should be to create 225 new spaces to be built over the next ten years
- the Post Office should develop its own parking facilities
- private owners should have their property professionally

- redesigned for greater parking use efficiency
- Zoning By-Law amendments should be developed to permit compact car spaces
- compact car parking space standards should be included in the Town's Street and Site Work Construction Standards
- specific recommendations and priorities for land acquisition for parking areas should be established
- annual allocations for downtown parking development should continue
- Town Hall employee parking might be leased from the First Congregational Church.

16. Office of the Town Planner, Parking Report, 11 pgs., (1977).

This report proposes a series of parking changes to occur over a 5-20 year period that will have the effect of increasing the supply and availability of parking spaces for all types of uses in the CBD. Data collection was based on analysis of surveys, zoning districts, individual space tabulation (legal spaces only), property patterns, physical setting and diversity of merchant, consumer and commuter needs. The report recognizes the need to address the increasing demand for parking in the CBD.

Maps and tables pertinent to specific report content are included. Major recommendations proposed by the report include:

- 17 space lot within Lessey Street right of way and the eastern half of Sweetser Park
- 22 car lot behind shops on the east side of North Pleasant Street
- 20 car lot for customer parking along Kellogg Street behind the Post Office and a 22 car lot adjacent for postal employee parking
- explore the possibility of one or more parking decks (1-2 stories) at these potential locations: behind Louis Foods, Town Hall, Amherst Savings Bank
- make 2 compact car spaces out of the already existing one in front of the Mobil Station north of the Post Office
- make 3 compact car spaces out of the already existing two in front of the Gulf Station
- 1 hour meters for the Common Parking lot; 1/2 hour hour meters along Main Street (Lincoln Building to North Pleasant Street), east side along North Pleasant Street (Main Street to Warehouse), north side of Amity Street (North Pleasant Street to Jones Library driveway), south side of Amity Street (west entrance of the public parking lot to South Pleasant Street), and west side of South Pleasant Street (Amity Street to the Peter Pan Bus Terminal)
- 2 hour meters on both sides of Boltwood Avenue between Spring and College Streets
- Town's Zoning By-Law and Street & Site Work Construction Standards should be amended to allow development of compact car parking spaces
- alternative downtown employee/resident parking locations should be sought where shoppers are unlikely to park or where shopper parking is inappropriate, i.e.: Douglas Funeral Home should be encouraged to lease spaces to downtown employees/residents in

- conjunction with their business needs; there are 10 developable spaces behind the Amherst Record building
- signs for public off-street parking should be designed/installed
 - develop remote "park & ride" lots where employees could use public transit
 - parking enforcement policies should be enforced
 - appropriate parking location maps should be distributed separately for downtown shoppers and employees
 - private lots should be professionally evaluated to determine if space is being used optimally.
 - South Prospect Street lot (owned by the Amherst Savings Bank) should have additional spaces leased to employees of other downtown businesses
 - 2 spaces behind the Amherst Speedwash should have 12 minute meters
 - Sellen Street should be made one way west with 5 hour meters installed for parking along the north side.

17. Amherst Chamber of Commerce, Proposals to Enhance Economic Development in Amherst Town Center, 3 pgs., (1977/78?).

A series of specific, long-range proposals designed to enhance and strengthen economic growth in the Town Center while emphasizing such qualities as Amherst's historical heritage, friendly atmosphere, educational environment and culture.

Major proposals outlined include:

- coordinate all campus events to incorporate into Town fabric
- develop a craft marketplace
- promote tourism and facilities connected to it
- promote idea of an Amherst Town Center Trolley to loop around the CBD and keep parking on the periphery of Town
- build a performing arts bandshell on the Town Common
- add street furniture
- improve and install signs
- improve and install lighting
- enhance special appeal events and displays.

18. Amherst Chamber of Commerce, A Proposal for the Promotion of the Amherst Central Business District, 7 pgs., (1977/78?).

Concerned with maintaining and enhancing the CBD's image and vitality, this proposal discusses the strengths and weaknesses of the CBD and presents some recommendations designed to address the situation. Strengths include the free transportation system and the high level of municipal skills and services available. Weaknesses include limited parking and the lack of a coordinated, business supported effort to promote the CBD.

Some major recommendations include:

- distribute a "local events calendar" monthly
- promote a continuing program of merchant-sponsored events

- catalyze individuals and organizations to schedule traffic-producing events in the CBD
- develop a positive image to consumers about the merchants and shopping conditions
- promote the CBD to people of primary and secondary trading area
- support tourist attracting events (i.e., cultural events)
- help focus private and public attention on opportunities and deficiencies of the CBD
- promote Amherst to potential consumers outside of the immediate area.

19. Amherst Redevelopment Authority, A Focus on Town Center Revitalization, 7 pgs., (1978).

The proposal views a primary concern for Amherst as being the preservation of a healthy local economy, particularly in the CBD, without changing the character of the Town. The role of the public and private sector partnership in developing strategies and actions to prevent the decline of a healthy CBD is discussed. The proposal stresses the importance of applying economic development principles and strategies based on short-term projects whose objectives coincide with long-term goals.

Some major recommendations proposed include:

- promote front facade and street beautification
- plant more trees
- benches should be installed
- under-utilized CBD land should be developed for parking
- peripheral lots should be tied into the transit system
- merchants and the Town might want to underwrite free parking
- future reuse of the Central Fire Station could be a potential site for the CBD anchor
- a professional firm should be hired to evaluate the CBD and formulate an action program for its revitalization
- attract a greater variety of establishments to locate in the CBD and formulate an action program for its revitalization
- develop all available resources in the CBD
- inventory all available resources in the CBD
- develop local marketing strategies based on inventory analysis
- direct land promotion to potential developers and tenants
- Zoning By-Laws should be amended to fit economic development needs
- form a development corporation to administer a capital revolving fund
- set up consortium agreements (2 or more financial, insurance or real estate operations commit themselves to servicing loans to private sector).

20. Amherst Chamber of Commerce, Parking in the Central Business District, 21 pgs., (1978).

Response to L. N. Wershbaile's Draft - A Parking Study, which was felt to be inadequate in certain areas of research, particularly the lack of

weekend parking assessment. It calls for a set of higher parking standards that will facilitate the large number of Town employees, in-town residents and the college commuter while considering the effects of the bus system and pedestrian traffic.

A major concern is the need to address the "all day" parking situation (the people who work in Amherst Town Center and need all day parking). The study indicated that the Town must seek opportunities for acquisition of suitable parking space.

Major recommendations include:

- encourage the Post Office to provide its own parking
- signs to point out hard-to-notice lots should be installed
- a bus stop near northern end of the business district should be installed
- adjust meter hours
- small addition to the Transit Service bus fleet
- keeping 103 Shops parking lot should be encouraged
- parking on Lessey Street near Main Street intersection should be kept
- analysis of advisability/viability of a retail bazaar in the Boltwood Project and how it will affect downtown parking should be done
- encourage all-day parkers to use Amity Street Lot
- create off-street areas for long term parking
- Town planning must seek to obtain suitable parking space.

21. Amherst Redevelopment Authority, Feasibility Report for Amherst Parking Structure, 9 pgs., (1978).

Discussion and analysis for the feasibility of financing, constructing and operating a multi-level parking structure in the Central Business District. As well as alleviating parking pressures in the Town Center, the report concludes that a parking structure would positively influence the economic viability of the CBD. The report calls for immediate action on this matter to help plan for the future needs and pressures in the CBD.

Two sites in the CBD are selected for consideration: 1) the parking lot owned by the Amherst Savings Bank and the Town of Amherst west of the Amherst Cinema on Amity Street and running to South Prospect Street and 2) the property located on Kellogg Avenue directly to the rear of the Post Office and immediately north of the Boltwood Walk site.

Further areas of discussion include: Data Resources, Location, Construction & Real Estate Costs, Project Financial Summary (including funding possibilities), Operating Costs, Income (determination & utilization of parking fees), and other Conditions (the effect on the tax rate, etc.).

22. Economic Development Task Force, Economic Development - Amherst 1979, 23 pgs. + appendices, (1979).

The task force was divided into four separate groups, each charged with investigating areas of Amherst's potential economic development. The summation of findings come from: 1) Commercial and Industrial Sites Task Force

Report, 2) the Central Business District and Outlying Business Districts Task Force Report, 3) UMass and College Task Force Report. The fourth group, the Cost-Benefits Task Force, compiled and evaluated each group's recommendations in terms of potential costs and benefits to the community. A full outline of each group's initial charge and ultimate findings are provided.

Major recommendations pertaining to the Central Business District include:

- "hidden" parking to be leased as a means to pay back construction loans
- construction of parking decks on existing parking lots
- change existing meter parking to short-term parking
- bus service expansion to reduce demand for existing parking places
- establish an Economic Development Corporation to file grant applications, borrow money and administer downtown parking programs
- encourage a broader downtown mix of retail and business services.

23. Robert Klein, Chairperson, Preliminary Report of Amherst Parking Study Committee, 18 pgs., (1979).

Seventeen specific recommendations are analyzed using a uniform format by individual committee members. Each recommendation is broken down into five areas of discussion: Recommendations, problem, solution, benefits, and cost. Each form also provides the following information concerning the status of the recommendation: which committee member wrote the recommendation, which department or committee reviews and implements the recommendation, and whether or not the recommendations receives a majority or minority vote by the Study Committee.

The recommendations analyzed are as follows:

- extend meters to adjacent downtown areas, designate one-way traffic on certain streets, complete meter installation approved plans
- change the Parking Meter Fund to a Parking Reserve Fund
- secure a position in the Police Department for parking administration
- increase parking meter rates
- mark parking meters uniformly
- establish an instant method of paying meter fines
- promote existing public parking areas
- promote the use of Amherst's bus system;
- assign parking spaces to Town employees and vehicles that require proximity to Town Hall and the Bangs Center
- request that UMass shift its pay day to Thursday
- present the Gates Lot proposal to the Town Meeting
- do not extend the municipal parking zone at this time
- realign and designate certain off-street parking areas for compact car parking
- develop additional parking for Post Office employees and patrons
- the Town should investigate and consider some parking use of the

Kendrick Trust area (a 3.3 acre island bounded by North Pleasant/East Pleasant/Triangle Streets).

24. Center for Economic Development, U/Mass, Amherst, Downtown Amherst's Role in the Marketplace and the Community, 74 pgs., (1980).

Analysis of two surveys conducted included: 1) a consumer survey and 2) a merchant survey. Calls for a public and private relationship to help maintain Amherst Town Center as a viable economic center particularly considering the competition created by the malls in Hadley.

Survey results show that parking and circulation in the CBD are the biggest problems perceived by consumers and merchants alike. Recommendations include a series of public and private sector actions including promoting customer loyalty, merchandise diversity, appreciation and understanding of the student consumer, and promoting a continuing mix of services and retailers in the CBD.

Sample questionnaires and tables are included.

25. Amherst Board of Selectmen and the Overall Economic Development Plan Committee, Overall Economic Development Program Plan, 50 pgs., (1980).

The plan comprehensive analysis of Amherst's resources and economic capabilities. Areas of analysis include: a historical view of the Amherst economy, past and present economic development efforts, the area and its present economy, population and labor force, academic resources, developable land sites, municipal services, planning and development activities and more. A development strategy and a plan for implementation are outlined as well.

Data was collected from the 1970 Census, The Base Data Report by the Lower Pioneer Valley Regional Planning Commission 1977, The Division of Employment Security and various Town reports and studies. Maps and charts are included.

Major recommendations pertaining to the Central Business District include:

- continue to complete the work of the Amherst Redevelopment Authority on the Boltwood Walk Project after that body ceases to exist
- develop a parking facility and/or increase the total number of parking spaces
- arrange for the Town or others to study the relocation of the Central Fire Station and devise alternative uses for that site
- study potential relocation of the two gas stations presently located in the CBD
- study the potential for better utilization of other commercial space
- implement the HUD-financed Handicapped Access Plan in the CBD
- urge a private body (i.e., the Amherst Economic Development Corporation or the Amherst Chamber of Commerce) to compile a resource inventory for distribution to prospective commercial developers

26. Richard Goldman, Draft - Amherst Parking Garage Feasibility Report, 48 pgs., (1980).

The report synthesizes recommendations made in previous reports concerning the parking issue and presents some options for the solution to the problem, specifically outlining the feasibility of a parking garage in the CBD. Analyzes eight feasible locations for a garage and chooses the Amity Street site as the preferred option. Other areas of analysis include financial considerations, estimated operations and building costs, possible utilization of ground floor space for retail use and the effect of site location all in the context of preserving the CBD character and enhancing its economic viability.

Maps, charts and illustrative diagrams are included.

27. Christos Palames, The Amherst Community Accessibility Project Report, 24 pgs., (1980).

This is a history of the project completed June 30, 1981 which consisted of reducing architectural barriers in and around the Town Center making the Town's resources more easily accessible to blind, physically disabled and frail individuals. Improvements include sidewalk improvements, curb cuts, installation of ramps and stairways in ten specific target areas located in the CBD.

Photographs of the project's progress are included.

28. Amherst Chamber of Commerce, Amherst Business Directory, 33 pgs., (1982).

Compilation of services and goods available in the Town of Amherst including names, addresses and telephone numbers.

29. Amherst Chamber of Commerce, An Economic Profile: Amherst, Massachusetts, 30 pgs., (1982).

A directory of resources available in Amherst prepared by a joint effort of the Amherst Chamber of Commerce, the University of Massachusetts Center for Economic Development and the Amherst Economic Development Corporation.

The Directory includes information in table form on these subjects: Regional Economic Data, Demographic Data, Regional Profile, Transportation Profile, Financing & Incentives, Office & Industrial Development Sites, Amherst Town Government, Education in Amherst, Cultural and Recreational Attractions, Miscellaneous Information.

Charts and graphs pertaining to specific report content are included.

30. Bucher and Cope, Retail and Office Market Study, 40 pgs., (1983).

Observation and analysis of the prevailing vitality of the downtown as affected by such factors as University growth, economic shift toward

high technology and recent policies favoring public/private partnerships.

Analyzes the cause and effect of those factors that create demand in the retail and office space market. Projects growth in such areas as professional skills, medical and health services, new enterprise and service. A demand for space will be inevitable.

The effects of the in-town market on the retail and office supply are also examined.

The study recognizes Cook's Block (at the intersection of Main/Amity/North Pleasant/South Pleasant Streets) as being a "cornerstone" of the CBD due to its high visibility, proximity to other functional components and being the only historic building still standing on that crossroads. It recommends the renovation of this Block into productive offices and stores, generating more economic activity as well as preserving an important historical asset to downtown Amherst.

Maps, charts and tables pertinent to specific report matter are included.

31. Town Center Task Force, Town Center Task Force Final Report, 6 pgs., (1984).

This analysis of various CBD components is based on the premise that a mix of office, residential and retail uses is crucial to the vitality of the Town Center. Components analyzed include: office, residential parking, traffic, basic retail services, human services, public improvements, the roles of the Amherst Redevelopment Authority, Planning Department, and Design Review Board, and long-range planning for the CBD.

The Task Force makes a series of recommendations directed towards the issue of formulating actions that the Town, as a political entity, can pursue towards affecting the present and future trends of the CBD.

Major recommendations include:

- do nothing about the office component of the CBD
- remove the current parking requirement for residential development in the CBD leaving the ZBA to determine what requirements be imposed on a case by case basis, or residential uses in the CBD should be changed from Special Permit to Plan Approval
- remove the rental of surplus land for use as parking from the prohibited category of "secondary primary use" in the CBD and Limited Business zones
- affirm the recommendations of the Klein report and ask that they be implemented (except the items relating to Sweetser Park and the Kendrick Trust)
- proceed with all deliberate speed to plan and construct central parking structure(s) in the CBD
- change the Municipal Parking Zone so that new commercial construction would incur some payment to the Town for parking not offered on its premises
- separate CBD traffic and through traffic as much as possible

- do not attempt through Town action to maintain a food store the size of Louis (or bigger) in the CBD, nor urge the Amherst Redevelopment Authority to mandate the inclusion of a food store or stores in any future construction of the Boltwood Walk site.
- increase the professional capacity of the Planning Department to provide technical assistance to the ARA and to provide long range planning for the CBD.

SYNOPSIS OF STUDENT REPORTS
PERTAINING TO THE CBD

1. Department of Landscape Architecture and Regional Planning, UMass, Amherst, Amity Square, Amherst, Massachusetts, 113 pgs., (1974).

Presentation of detailed analysis of three design proposals for the area bound within North Pleasant Street, Amity Street, North Prospect Street and Cowles Lane. Aspects of the proposals as they relate to the Town Center include vehicular and pedestrian circulation, parking, existing land use, imagery, regional context, development processes and physical constraints.

Design philosophy based on two major points: 1) the significant and contiguous relationship between the Amity Square site and the Boltwood Walk site and 2) the central importance of the facilities located on the site.

Illustrative site plans, diagrams, maps, graphs, tables and color photographs of the models are included.

2. Fred Richwine, Terminal Project for the Department of Landscape Architecture and Regional Planning, U/Mass, Amherst, The Prospect Street Study, 74 pgs., (1975).

A redevelopment study and design proposal for the area bounded within South Pleasant Street, Amity Street, Route 9 and Lincoln Avenue. Analysis of design considerations, criteria and implementation techniques relevant to the Town Center and the specific study area as they currently exist (and may exist in 1985) are examined. Areas of discussion include the Northeast By-Pass, pedestrian/bicycle/auto conflicts, visual analysis, topography and vegetation, functional relationships, circulation, proposed land use, a master plan and proposed zoning by-laws.

Emphasis of objectives are based on strengthening the social and economic activities of the study area while creating a physical site that is congruous with the Town Center.

Illustrative site plans, maps and diagrams are included.

3. The Conway School of Landscape Design, North Pleasant Street Merchant's Plaza, 67 pgs., (1975).

Design analysis and proposals of the area between the existing businesses and the Boltwood Walk project along North Pleasant and Main Streets. The study proposes the development of a pedestrian-oriented, commercial greenspace that would benefit those merchants and property owners which could be feasibly supported by the projected market patterns created by the Boltwood Walk development.

The study is broken down into 5 chapters: 1) Introduction, 2) Context Analysis, 3) Site Analysis, 4) Design Analysis, and 5) Appendices.

Illustrative site analyses, elevations, site plans, maps and charts are provided. Major recommendations include:

- encourage multiple use of the site
- encourage development of an outdoor restaurant
- provide user rest facilities, benches, terraces for comfortable seasonal outdoor use
- provide rear access to shops which front on North Pleasant and Main Streets
- create visual amenity through design; screen visually negative elements
- encourage pedestrian access to and from the Boltwood Walk development
- create a clear hierarchy of pathways, major links and connectors
- specify pleasing and varied paving materials for pathways to support hierarchy
- submit recommendations to Boltwood Associates to ensure adequate pedestrian access to the site
- provide through-circulation wherever possible
- accommodate existing service access in design for site
- encourage cooperative development and maintenance of the site.

4. Department of Landscape Architecture and Regional Planning, UMass, Amherst, Town Center Rejuvenation Scheme, 53 pgs., (1978).

Drawing upon other Town studies and using the SCOG report as the foundation, the scheme is a compilation of four separate project reports consisting of: 1) Transportation and Circulation, 2) Visual Analysis, 3) The Goals of Amherst, and 4) First Hand Information (results of interviews and questionnaires). The scheme provides a broad reiteration of various topics previously addressed in other reports. Town Center is broken down into structural and visual segments, each segment outlined and analyzed.

Maps and diagrams are included.

5. Arnold Friedman and D. Geoffrey Hayward, Supervising Instructors, UMass, Amherst, Image, Act and Attitude, 15 pgs. + appendices, (1982).

Comparison and analysis of the pedestrian environment in downtown Amherst and Northampton. Examines the pedestrian population of both town centers

in a series of surveys and interviews to gain knowledge as to how people perceive their environment and how this affects their behavior. Report tries to develop a conceptual understanding of the town centers and compare the two. Design-oriented observations and recommendations are made. Calls for close consideration of any decisions made that may affect the pedestrian environment because much of people's involvement with the downtown is based on how they perceive it.

Sample questionnaires, survey forms, maps and illustrative diagrams are included. Major recommendations pertaining to the Amherst Central Business District include:

Definition of Problem: the bus stop location at the corner of North Pleasant Street and Kellogg Street has a high volume of pedestrian traffic; the area is further congested by the street vendors located at the end of the Boltwood Walk entrance where the bus traffic adds to an already confused area.

Solution: relocate the parking spaces adjacent to the bus stop, extend the sidewalk length for the bus stop pull over - this will ease the already busy pedestrian and vehicular intersection and will remove the stopped bus from the traffic flow.

Solution: set up modular, portable vendor display booths because they will organize the appearance and beautify the location.

6. James Lee Fiske, Terminal Project for the Department of Landscape Architecture and Regional Planning, UMass, Amherst, Downtown Design Study, 130 pgs., (1983).

Analysis of existing architectural conditions in the center of Amherst. Graphic, individual analysis of each elevation of North Pleasant Street, South Pleasant Street, Amity Street and Main Street. Areas of analysis include: architectural heritage, visual analysis and recommendations for future design decisions.

Other points of reference incorporated are ground cover, texture of materials, landscaping and facade cohesiveness.

Recommendations are specific, detailed and numerous. Use of illustrative diagrams, maps and graphic elevations are an integral part of this study.

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

August, 1985

Subject: Boltwood Walk

REPORT TITLE	RECOMMENDATIONS
<u>A Recommendation Pertaining to the Use of the Center School Complex Site, (1970).</u>	<ul style="list-style-type: none"> - build two high density , low and medium rise apartment buildings with a shopping arcade - include shops, each occupying and consisting of some combination of a standard spatial unit in 25 foot modules around a courtyard arrangement that display an appropriate Amherst/New England theme - build a structure to house a civic center and Town governmental services - build a public transportation facility to house off-street parking - Town should engage the services of an architect/planner and legal counsel - Town should retain public ownership of the properties involved
<u>Report of the Center School Complex Committee, (1971).</u>	<ul style="list-style-type: none"> - develop the basic site (Zone 1) and the immediately contiguous properties (Zone 2) under a scheme entitled "Boltwood Walk". The development would include residential, commercial and parking facilities as well as recreational and public space - the property on the north side of Main Street and east side of North Pleasant Street (Zone 3) along with the property on the north side of Kellogg Street (Zone 4) should be reviewed and considered for possible development in coordination with Zones 1 and 2. - the initial bond cost of the project should be phased into the Town's long range capital improvement budget and should be coordinated with other projects - Town should accept the report of the Center School Complex Committee
<u>Final Report of the Select Committee on Goals for Amherst, (SCOG), (1973).</u>	<ul style="list-style-type: none"> - the Amherst Redevelopment Authority should do a study of the possible rehabilitation and/or reuse of the poorly utilized or older run down areas within the Town Center.
<u>Overall Economic Development Program Plan, (1980).</u>	<ul style="list-style-type: none"> - continue to complete the work of the Amherst Redevelopment Authority on the Boltwood Walk Project after that body ceases to exist

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

August, 1985

Subject: Circulation

REPORT TITLE	RECOMMENDATIONS
<u>Recommendations for Traffic Improvements in the Square, (1959).</u>	<p>6 Islands to be built in the vicinity of the intersection of Main/Amity/North Pleasant/South Pleasant Streets:</p> <ul style="list-style-type: none"> - 1 in the center of the intersection - 1 at the Boltwood and Main Street intersection - 1 in the center of North Pleasant Street just north of the intersection - 1 in the center of Amity Street just west of the intersection - 2 in the center of South Pleasant Street just south of the intersection with a division that would provide parking space
<u>North Pleasant Street Analysis and Recommendations, (1969).</u>	<ul style="list-style-type: none"> - construct a new North Pleasant/East Pleasant Street connector - improve Clark Hill Road - improve Infirmary Road - construct a new connection between Clark Hill Road and University Boulevard - improve Clark Hill Road/East Pleasant St./Strong St. intersection - improve the intersection at University Boulevard/Commonwealth Avenue/University Drive - extend Commonwealth Avenue to the north and to the east to meet the North Pleasant/East Pleasant Street connector - improve the connector between Eastman Lane and Commonwealth Ave. - connect the Commonwealth Avenue end of the North Pleasant/East Pleasant street connector with Route 116 by means of a grade separation interchange - extend Commonwealth Avenue north to Meadow Street
<u>Comprehensive Plan Report, (1969).</u>	<ul style="list-style-type: none"> - redesign the intersection between Triangle/North Pleasant/East Pleasant Streets - proposes one way traffic on North Pleasant Street from Triangle Street south to the intersection of North and East Pleasant Streets with one way traffic going north - signalize the intersection at Main/Amity/North Pleasant/South Pleasant Streets - extend McClellan Street to East Pleasant Street - eliminate Triangle Street between North and East Pleasant Streets
<u>Report of the Traffic Circulation Committee (1971).</u>	<ul style="list-style-type: none"> - recommends that a road be built between Route 116 and North East Street - recommends that the Board of Selectmen authorize the closing of North Pleasant Street through the University - recommends the reconstruction of the North Pleasant Street/East Pleasant Street/Triangle Street intersection
<u>Select Committee on Goals for Amherst (SCOG), (1973).</u>	<ul style="list-style-type: none"> - establish a Traffic Circulation Committee

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

Commercial/
Subject: Economic

August, 1985

REPORT TITLE	RECOMMENDATIONS
<u>Proposals to Enhance Economic Development in Amherst Town Center, (1977-78?).</u>	<ul style="list-style-type: none"> - coordinate all campus events to incorporate into the Town fabric - develop a craft marketplace - promote tourism and facilities connected to it - enhance special appeal events and displays
<u>A Proposal for the Promotion of the Amherst Central Business District, (1977-78?).</u>	<ul style="list-style-type: none"> - distribute a "local events calendar" monthly - promote a continuing program of merchant-sponsored events - catalyze individuals and organizations to schedule traffic-producing events in the CBD - develop a positive image to consumers about the merchants and shopping conditions - promote the CBD to people of primary and secondary trading area - support tourist attracting events - cultural events - help focus private and public attention on opportunities and deficiencies of the CBD - promote Amherst to potential consumers outside of the immediate area
<u>A Focus on Town Center Revitalization, (1978).</u>	<ul style="list-style-type: none"> - attract a greater variety of establishments to locate in the CBD - inventory all available resources in the CBD - develop local marketing strategies based on inventory analysis - direct land promotion to potential developers and tenants - Zoning By-Laws should be amended to fit economic development needs - form a development corporation to administer a capital revolving fund - set up consortium agreements (2 or more financial, insurance or real estate operations commit themselves to servicing loans to private sector) - future reuse of the Central Fire Station could be potential for the CBD anchor
<u>Economic Development - Amherst 1979, (1979).</u>	<ul style="list-style-type: none"> - establish an Economic Development Corporation to file grant applications, borrow money and administer downtown parking programs - encourage a broader downtown mix of retail and business services
<u>Overall Economic Development Program Plan, (1980).</u>	<ul style="list-style-type: none"> - study the potential for better utilization of other commercial space - urge a private body (ie: the Amherst Economic Development Corporation or the Amherst Chamber of Commerce) to compile a resource inventory for distribution to prospective commercial developers
<u>Retail and Office Market Study, (1983).</u>	<ul style="list-style-type: none"> - recommends the renovation of the Cook Block into office and retail space

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

August, 1985

Commercial/
Subject: Economic - con-

REPORT TITLE

RECOMMENDATIONS

Town Center Task Force
Final Report, (1984).

- do not attempt through Town action to maintain a food store the size of Louis (or bigger) in the CBD, nor urge the Amherst Redevelopment Authority to mandate the inclusion of a food store or store in any future construction of the Boltwood Walk site.
- do nothing about the office component of the CBD

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

August, 1985

Subject: Design Issues

REPORT TITLE	RECOMMENDATIONS
<u>Comprehensive Plan Report, (1969).</u>	<ul style="list-style-type: none"> - develop a motif for the CBD buildings to reflect Town character
<u>Final Report of the Select Committee on Goals for Amherst, (SCOG), (1973).</u>	<ul style="list-style-type: none"> - enhance the Town Common - pedestrian malls in the CBD
<u>North Pleasant Street Merchant's Plaza , (1975).</u>	<p>(re: the area between the businesses on North Pleasant and Main Streets and the Boltwood Walk site).</p> <ul style="list-style-type: none"> - encourage multiple use of the site - encourage development of an outdoor restaurant - provide user rest facilities, benches, terraces for comfortable seasonal outdoor use - provide rear access to shops which front on North Pleasant and Main Streets - create visual amenity through design; screen visually negative elements - encourage pedestrian access to and from the Boltwood Walk site - create a clear hierarchy of pathways, major links and connectors - specify pleasing and varied paving materials for pathways to support hierarchy - submit recommendations to Boltwood Associates to ensure adequate pedestrian access to the site - provide through-circulation wherever possible - accomodate existing service access in design for site - encourage cooperative development and maintenance of the site
<u>Proposals to Enhance Economic Development in Amherst Town Center (1977-78?).</u>	<ul style="list-style-type: none"> - build a performing arts bandshell on the Town Common - add street furniture - improve and install signs - improve and install lighting
<u>A Focus on Town Center Revitalization, (1977-78?).</u>	<ul style="list-style-type: none"> - promote front facade and street beautification - plant more trees - benches should be installed
<u>Image, Act and Attitude (1982).</u>	<p>(re: the bus stop located at the corner of North Pleasant and Kellogg Streets - the entry to Boltwood Walk).</p> <ul style="list-style-type: none"> - relocate the parking spaces adjacent to the bus stop and extend the sidewalk length for the bus pull over - set up modular, portable vendor display booths

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

August, 1985

Subject: Miscellaneous

REPORT TITLE	RECOMMENDATIONS
<u>Comprehensive Plan Report, (1969).</u>	<ul style="list-style-type: none"> - develop neighborhood shopping centers where demand calls for so that the CBD can retain its stature
<u>Final Report of the Select Committee on Goals for Amherst, (1973).</u>	<ul style="list-style-type: none"> - Planning Board should be instructed to do a comprehensive study of the area between the Town Center and the University - steps should be taken to implement the CBD study of 1969 by the Office of Charles E. Downe - support and maintain the CBD - the Town should adopt policies which encourage the leveling off of growth
<u>A Focus on Town Center Revitalization, (1977?).</u>	<ul style="list-style-type: none"> - a professional firm should be hired to evaluate the CBD and formulate an action program for its revitalization
<u>Preliminary Report of the Amherst Parking Study Committee, (1979).</u>	<ul style="list-style-type: none"> - request that U/Mass shift its pay day to Thursday
<u>Overall Economic Development Program Plan, (1980).</u>	<ul style="list-style-type: none"> - study potential relocation of the two gas stations presently located in the CBD - implement the H.U.D. financed Handicapped Access Plan in the CBD
<u>Town Center Task Force Final Report, (1984).</u>	<ul style="list-style-type: none"> - increase the professional capacity of the Planning Department to provide technical assistance to the ARA and to provide long range planning for the CBD - in the CBD, residential should be changed from Special Permit to Plan Approval

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

August, 1985

Subject: Parking

REPORT TITLE	RECOMMENDATIONS
<u>Comprehensive Plan Report, (1969).</u>	<ul style="list-style-type: none"> - remove the municipal parking zone from the Zoning By-Laws - recommends that a parking lot behind the Town Hall could be used for an addition to serve the growing needs of the municipal government
<u>Final Report of the Select Committee on Goals for Amherst (SCOG), (1973).</u>	<ul style="list-style-type: none"> - create new parking areas and <u>parking garages</u> 1973 SCOG
<u>Draft - A Parking Study (1977).</u>	<ul style="list-style-type: none"> - stress the importance of locationally appropriate employee parking - improve signage indicating parking areas - meter rates should be raised to increase revenues and promote parking efficiency - 1 hour meter limits should be at the Common, Spring Street and Unitarian Church lots; ½ hour meter limits should be on the North Pleasant Street meters and at the 103 Shops - hire a Community Service Officer to log meter violations and issue summonses - Board of Selectmen should develop specific policies on parking - a goal of the Town should be to create 225 new spaces to be built over the next 10 years - the Post Office should develop its own parking facilities - private owners should have their property professionally redesigned for greater parking use efficiency - Zoning By-Law amendments should be developed to permit compact car spaces - compact car parking space standards should be included in the Town's street and site work construction standards - specific recommendations and priorities for land acquisition for parking areas should be established - annual allocations for downtown parking development should continue - Town Hall employee parking might be leased from the First Congregational Church
<u>Proposals to Enhance Economic Development In Amherst Town Center (1977-78?).</u>	<ul style="list-style-type: none"> - promote idea of an Amherst Town Center Trolley to loop around the CBD and keep parking on the periphery of Town
<u>Parking Report, (1977)</u>	<ul style="list-style-type: none"> - 17 space lot within Lessey Street right of way and the eastern half of Sweetser Park - 22 car lot behind shops on the east side of North Pleasant Street - 20 car lot for customer parking along Kellogg Street behind the Post Office and a 22 car lot adjacent for postal employee parking

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

August, 1985

Subject: Parking - pg. 2

REPORT TITLE	RECOMMENDATIONS
<u>Parking Report, (1977).</u> continued	<ul style="list-style-type: none"> - explore the possibility of one or more parking decks (1 - 2 stories at these potential locations: behind Louis Foods, Town Hall, Amherst Savings Bank - make 2 compact car spaces out of the already existing one in front of the Mobil Station north of the Post Office - make 3 compact car spaces out of the already existing two in front of the Gulf Station - 1 hour meters for the Common Parking lot; ½ hour meters along Main Street (Lincoln Building to North Pleasant St.), east side along North Pleasant St. (Main Street to Warehouse), north side of Amity Street (North Pleasant St. to Jones Library driveway), south side of Amity Street (west entrance of the public parking lot to South Pleasant St.), and the west side of South Pleasant Street (Amity Street to the Peter Pan Bus Terminal) - 2 hour meters on both sides of Boltwood Avenue between Spring and College Streets - Town's Zoning By-Law and Street & Site Work Construction Standards should be amended to allow development of compact car parking space - alternative downtown employee/resident parking locations should be sought where shoppers are unlikely to park or where shopper parking is inappropriate, ie: Douglas Funeral Home should be encouraged to lease spaces to downtown employees/residents in conjunction with their business needs; there are 10 developable spaces behind the Amherst Record building - signs for public off-street parking should be designed/installed - develop remote "park & ride" lots where employees could use public transit - parking enforcement policies should be enforced - appropriate parking location maps should be distributed separately for downtown shoppers and employees - private lots should be professionally evaluated to determine if all optimum space is being used - South Prospect Street lots (owned by the Amherst Savings Bank) should have additional spaces leased to employees of other downtown businesses - 2 spaces behind the Amherst Speedwash should have 12 minute meters - Sellen Street should be made one way west with 5 hour meters installed for parking along the north side
<u>Parking in the Central Business District, (1978).</u>	<ul style="list-style-type: none"> - encourage the Post Office to provide its own parking - signs to point out hard-to-notice lots should be installed - a bus stop near northern end of the business district should be installed - adjusting meter hours - small addition to the Transit Service bus fleet - keeping 103 Shops parking lot should be encouraged - parking on Lessey Street near Main Street intersection should be kept - analysis of advisability/viability of a retail bazaar in the Boltwood Walk Project and how it will affect downtown parking should be done

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

August, 1985

Subject: Parking - pg. 3

REPORT TITLE	RECOMMENDATIONS
<u>Parking in the Central Business District, (1978). Continued.</u>	<ul style="list-style-type: none"> - encourage all-day parkers to use Amity Street Lot - create off-street areas for all-day shoppers - <u>Town planning must seek to obtain suitable parking space</u>
<u>Economic Development - Amherst 1979, (1979).</u>	<ul style="list-style-type: none"> - "hidden" parking to be leased as a means to pay back construction loans - <u>construction of parking decks on existing parking lots</u> - change existing meter parking to short term parking - bus service expansion to reduce demand for existing parking places
<u>Preliminary Report of the Amherst Parking Study Committee, (1979)</u>	<ul style="list-style-type: none"> - extend meters to adjacent downtown areas, designate one-way traffic on certain streets, complete meter installation approved plans - change the Parking Meter Fund to a Parking Reserve Fund - secure a position in the Police Department for parking administration - increase parking meter rates - mark parking meters uniformly - establish an instant method of paying meter fines - promote existing public parking areas - promote the use of Amherst's bus system - assign parking spaces to Town employees and vehicles that require proximity to Town Hall and the Bangs Center - present the Gates Lot proposal to the Town Meeting - do not extend the municipal parking zone at this time - realign and designate certain off-street parking areas for compact car parking - develop additional parking for Post Office employees and patrons - the Town should investigate and consider some parking use of the Kendrick Trust area (a 3.3 acre island bound by North Pleasant/ East Pleasant/Triangle Streets)
<u>Overall Economic Development Program Plan, (1980).</u>	<ul style="list-style-type: none"> - <u>develop a parking facility and/or increase the total number of parking spaces</u>
<u>Town Center Task Force Final Report, (1984).</u>	<ul style="list-style-type: none"> - change the Municipal Parking Zone so that new construction would incur some payment to the Town for parking not offered on its premise - separate CBD traffic and through traffic as much as possible - remove the current requirement for parking in the CBD residential development and require that the ZBA be left to determine what requirement be imposed on a case by case basis - remove the rental of surplus land for use as parking from the prohibited category of "second primary use" in the CBD and Limited Business Zones

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

August, 1985

Subject: Parking - pg. 4

REPORT TITLE	RECOMMENDATIONS
<p>Town Center Task Force Final Report, (1984). Continued.</p> <p><i>Planning Bd. Recommendations on Downtown Parking (1986)</i></p> <p><i>Ed. 2pt (and 26) TF (1987)</i></p>	<ul style="list-style-type: none"> - affirm the recommendations of the Klein Report (Preliminary Report of the Amherst Parking Study Committee - 1979) and ask that they be implemented (save only the items relating to Sweetser Park and the Kendrick Trust) - proceed with all deliberate speed to plan and construct central parking structure(s) in the CBD - <i>site and build parking facility on former Amherst Bellwood Walk, Town Hall lot at Park St.</i> - <i>LICENCE PLATE CONT. WAIVER</i> - <i>2 SURVEYS (Businesses & Mun. Empl.)</i> - <i>Enclose 3 major sites for parking structure</i> - <i>develop site plan & econ. analysis to bid in state grant assistance and for construction.</i>

TOWN OF AMHERST
CENTRAL BUSINESS DISTRICT
A LIST OF REPORT RECOMMENDATIONS

August, 1985

Subject: Police/Fire

REPORT TITLE	RECOMMENDATIONS
<u>Report of the Fire Protection Needs Committee, (1966).</u>	<ul style="list-style-type: none"> - continuance of the policy of one fire department providing protection for the entire Town - recommends the abandonment of the present fire station - recommends the "two station" concept with a north station located in the northeast area of the University campus and a south station in the general area of the existing garage on Route 116
<u>Comprehensive Plan Report, (1969).</u>	<ul style="list-style-type: none"> - recommends that the police department relocate in a building other than the Town Hall - possibly in the Center School Complex site or adjacent to the Town Hall
<u>Report of the Public Safety Facilities Planning Committee, (1974).</u>	<p><u>Police Department Facilities:</u></p> <ul style="list-style-type: none"> - recommends that a new facility be built within a ½ mile of the Town Hall. Considerations for site selection should include easy public access to the site, little requirement for site preparation, and availability of all necessary utilities" -recommended date of completion: 1976 <p><u>Fire Department Facilities:</u></p> <ul style="list-style-type: none"> -recommends that a 3 station fire protection concept be adopted. Along with the North Amherst Station, the Committee recommends two new stations, one in the South Amherst Common vicinity and another in the vicinity of College Street east of the Central Vermont Railroad. Once the two new stations are complete and operational, the Committee recommends the disestablishment of the North Pleasant Street Station -recommended date of completion for the South Amherst Station - 1976; for the College Street Station - 1978
<u>Overall Economic Development Program Plan, (1980).</u>	<ul style="list-style-type: none"> - arrange for the Town or others to study the relocation of the Central Fire Station and devise alternative uses for that site
<u>Report of the Facilities Planning Committee, (1984).</u>	<ul style="list-style-type: none"> - recommended the acquisition of the Masonic Lodge for a new Police facility